

CHINA MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4494. 一八七七年十一月十四日

HONGKONG, SATURDAY NOVEMBER 24, 1877.

日十二月十日正

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8 Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GORE, Ludgate Circus, E. C., BATES, HENRY & CO., 4, Old Jewry, E. C., SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WOOD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore, C. HEINSEN & CO., Manila.

CHINA.—STANTON, CAMPBELL & CO., Amoy, WILSON, NICHOLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000 Dollars.
RESERVE FUND.....\$60,000 Dollars.

COURT OF DIRECTORS.
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASOON, Esq.

E. R. BELLIOS, Esq. WILHELM REINERS,
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KEEWICK, Esq.
A. MCIVER, Esq.

CHIEF MANAGER.
Hongkong.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai.....EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 1 per cent. per annum on the daily
balance.

For Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILL DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

CAPITAL.....£800,000.
RESERVE FUND.....£110,000.

BANKERS.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONG
KONG grants Drafts on London and
the chief Commercial places in Europe and
the East; buys and receives for collection
Bills of Exchange; and conducts all kinds
of Banking and Exchange Business.

Local Bills discounted, and Interest
allowed on Current Accounts and on De-
posits for fixed periods on terms which may
be ascertained on application.

By Order of the Directors,

LOUIS HAUSCHILD;

Secretary.

Hongkong, September 16, 1877.

apl

DEVOE'S BRILLIANT
OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

ST. ANDREW'S BALL

TO be Held in the CITY HALL on

FRIDAY EVENING, the 26th No-

ember. Subscription Lists are to be seen

at the HONGKONG CLUB, and with Messrs

MACLEWIS, PHICKEL & CO., Messrs GLO-

FALCONER & CO. and Messrs LANE, CRAW-

FORD & CO.

The Lists will be Closed on the 28th

Instant.

Hongkong, November 8, 1877.

no28

NOTICE.

THE OFFICE of the UNDESIGNED
has been REMOVED to No. 18,

QUEEN'S ROAD CENTRAL.

MEYER & CO.

Hongkong, November 18, 1877.

de2

Intimations.

G. FALCONER & CO.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.

46, Queen's Road Central.
Hongkong, August 20, 1877.

fe20

HUNYADI JÁNOS WATER

THE BEST NATURAL APERIENT.

BARON LIEBEG affirms that "its
richness in APERIENT SALTS
surpasses that of all known WATERS."

WHOLESALE OR RETAIL OF
A. S. WATSON & CO.,

Hongkong Dispensary.

Hongkong, November 2, 1877.

de2

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MEDIC-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 18, 1877.

NOTICE.

A. MILLAR & CO.,

PLUMBERS, AND GAS FITTERS,

Queen's Road East,

HONGKONG.

September 15, 1877.

AH YON,

SHIPS' COMPRADORE AND
STEVEDORE,

No. 57, Praya Wan.

SHIPMENT SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

AFONG,

PHOTOGRAPHER,
by appointment, to

H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best

collection of Views of China, Photo-

graphic Albums, Frames, Cases, &c., of
assorted sizes. Ex S. S. TIGRE, Revolving
Standard Albums, Armorial Monograms
and Postage Stamp Albums, Russia Leather,
Velvet and carved-wood Albums, Cases and
Frames, nice Albums for Cabinet Portraits
only, Portraits of the Generals of the pre-
sent Russo-Turkish War, Eminant British
Statesmen, the two Chinese Ambassador,
in Cabinet and Carte de Visite sizes,
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

THE HONGKONG HOTEL

TENDERS are invited for a LEASE of

the HONGKONG HOTEL, the

present Five-year Lease expiring on the 31st

August, 1878. SEALED TENDERS to

be sent in or before the 31st March,

1878, to the Secretary of the HONGKONG
HOTEL COMPANY, LIMITED, who will supply

any information required.

By Order of the Directors,

LOUIS HAUSCHILD;

Secretary.

Hongkong, September 16, 1877.

apl

DEVoe'S BRILLIANT
OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

ST. ANDREW'S BALL

DESIRED to benefit by the world-

wide reputation of our Oil, certain

parties have attempted to imitate our pack-

ages. Stiffs at law have been instituted

against the MARKERS AND PURCHASERS of

these imitations. Buyers should be careful

to see that the words "DEVoe'S BRIL-

LIENT" are stencilled on the cases, and the

words "DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE OFFICE of the UNDESIGNED

has been REMOVED to No. 18,

QUEEN'S ROAD CENTRAL.

MEYER & CO.

Hongkong, November 18, 1877.

de2

NOTICE.

THE OFFICE of the UNDESIGNED

has been REMOVED to No. 18,

QUEEN'S ROAD CENTRAL.

MEYER & CO.

Hongkong, November 18, 1877.

de2

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

NOTICE.

THE DEVoe'MFG CO. PATENTS"

are stamped on the top of the can.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOATS POSTE FRANCAIS,
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPOLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 26th November, 1877, at Noon, the Company's S. S. ANADIR, Commandant MOREAU, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal cities of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th November, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.
Hongkong, November 23, 1877. no 29



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Acrea, Venice, Mediterranean
Ports, Southampton,
and London,

Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship SWALLO, Captain J. C. BAKER, will leave this on THURSDAY, the 6th December, at Noon.

For further Particulars, apply to

A. LIND, Superintendent.
Hongkong, November 23, 1877. no 26

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be despatched for San Francisco via Yokohama, on THURSDAY, the 6th December, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Commission is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 6 p.m. of the 5th December. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on Return Passage Tickets.

For further information as to Freight or Passage apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, November 8, 1877. no 6

To Let.

TO LET:
Nos. 4, and 6, PECHILI TERRACE, ELGIN STREET.
Apply to

LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

A N O F F I C E T O L E T:
Apply to LANDSTRIN & Co.
Hongkong, September 15, 1877.

To Let.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KEMP, "Blame Villa," Pak-fou-tan, furnished. House No. 2, Seymour Terrace. Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs. AUBERTON & SWIRE. DAVID SASOON, SONS & Co.
Hongkong, October 16, 1877.

To Let:

THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs. DOUGLAS LAPRAIK & Co.
Apply to

DOUGLAS LAPRAIK & Co.
Hongkong, July 8, 1877.

N O W R E A D Y.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 200.—By ERNST JOHN ERTH, Ph.D. Edinburgh.

Price: TWO DOLLARS AND A HALF.
To be had from MESSRS. LANE, CRAWFORD & Co., Hongkong and Shanghai; and MESSRS. GEORGE & WALKER, Shanghai.

Hongkong, February 6, 1877.

Notices to Consignees.

GERMAN STEAMER FERONIA,
SCHULZ, Master, FROM HAMBURG,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless written notice to the contrary is given until 10 o'clock To-morrow.

Bills of Lading will be countersigned by

W. PUSTA & Co.,
Agents.

Hongkong, November 23, 1877. no 30

NOTICE TO CONSIGNEE.

S. S. ESMERALDA, FROM
MANILA.

CONSIGNEES of Cargo per above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Under-signed.

No Fire Insurance has been effected.

J. Y. V. SHAW,
Hongkong, November 23, 1877. no 29

NOTICE TO CONSIGNEE.

BRITISH BARK FIFTH OF MAY,
FROM SYDNEY.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

RUSSELL & Co.,
Agents.

Hongkong, November 21, 1877. no 28

NOTICE.

PACIFIC MAIL S. S. COMPANY.

CONSIGNEES per Company's Steamer CHINA, from San Francisco and Yokohama, are hereby informed that their Cargo is being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

RUSSELL & Co.,
Agents.
Hongkong, November 17, 1877.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company,
Hongkong, October 27, 1877.

NOTICE.

NORTH BRITISH & MARINEABLE INSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

By Order,
RUSSELL & Co.,
Agents.
Shanghai, October 2, 1877.

NOTICE.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies issued at current rates payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

LIVI DEPARTMENT.

Policies issued for sums not exceeding \$2,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1877.

NOTICE.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurance at current rates.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNOLD, KARBERG & Co.,
Agents Hongkong & Canton.

Hongkong, January 4, 1878.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS POUNDS.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Markets, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNOLD, KARBERG & Co.,
Agents Hongkong & Canton.

Hongkong, January 4, 1878.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of

\$4,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

OFFICE, 45, Bonham Strand.

Hongkong, January 1, 1878.

NOTICE.

CHINESE DICTIONARY IN THE CANTONESE DIALOGUE.

Part I, A to K, with Introduction. Royal 8vo, pp. 200.—By ERNST JOHN ERTH, Ph.D. Edinburgh.

Price: TWO DOLLARS AND A HALF.

To be had from MESSRS. LANE, CRAWFORD & Co., Hongkong and Shanghai; and MESSRS. GEORGE & WALKER, Shanghai.

Hongkong, February 6, 1877.

Insurance.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid up, Ths. 420,000
PERMANENT RESERVE, Ths. 230,000
SPECIAL RESERVE FUND, Ths. 75,000
Total Capital and accumulations this date, Ths. 725,000.

Consignees of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Under-signed, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless written notice to the contrary is given until 10 o'clock To-morrow.

Bills of Lading will be countersigned by

W. KERFOOT HUGHES,
Hongkong, November 1, 1877. ja.

NOTICES OF FIRMS.

NOTICE.
I HAVE This Day admitted Mr. WILLIAM LEGGE as a Partner in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGE.

W. KERFOOT HUGHES.

Hongkong, November 1, 1877.

NOTICE.

M. R. CHARLES DAVID BOTTOMLEY

was admitted a Partner in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.

Hongkong, September 22, 1877.

NOTICE.

HAVE This Day established myself at this Port as a GENERAL COMMISSION AGENT.

J. Y. VERNON SHAW.

Hongkong, November 1, 1877. myl

NOTICE.

I HAVE This Day established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.

W. SCHRIEVER.

Hai Phong, November 9, 1877. del5

NOTICE.

I HAVE This Day established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.

CHALMERS & CO.

Hongkong, November 1, 1877.

NOTICE.

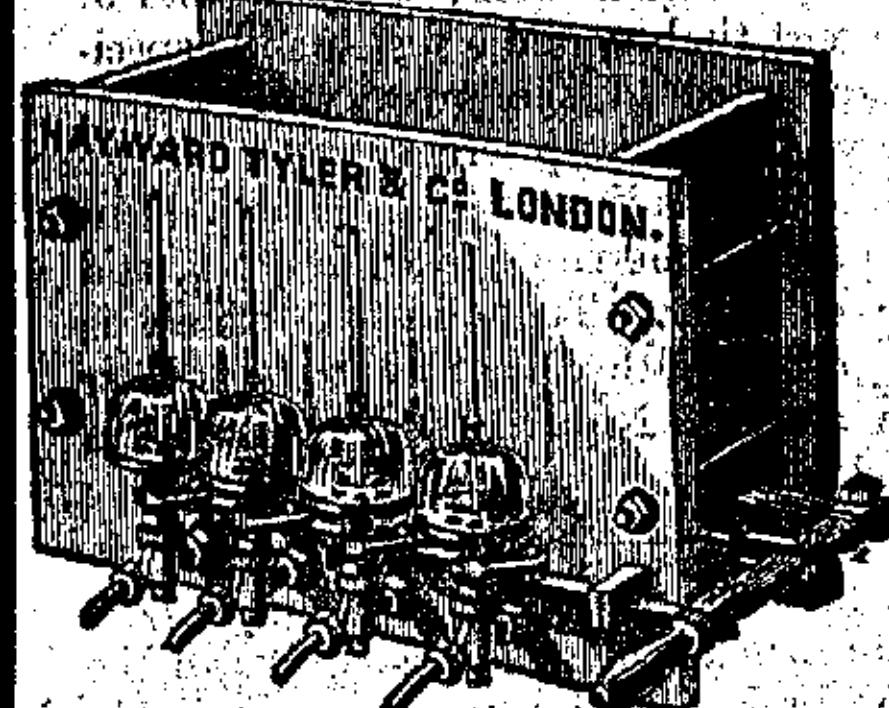
THE Business of SHARE and GEN-

ERAL BROKER, hitherto conducted

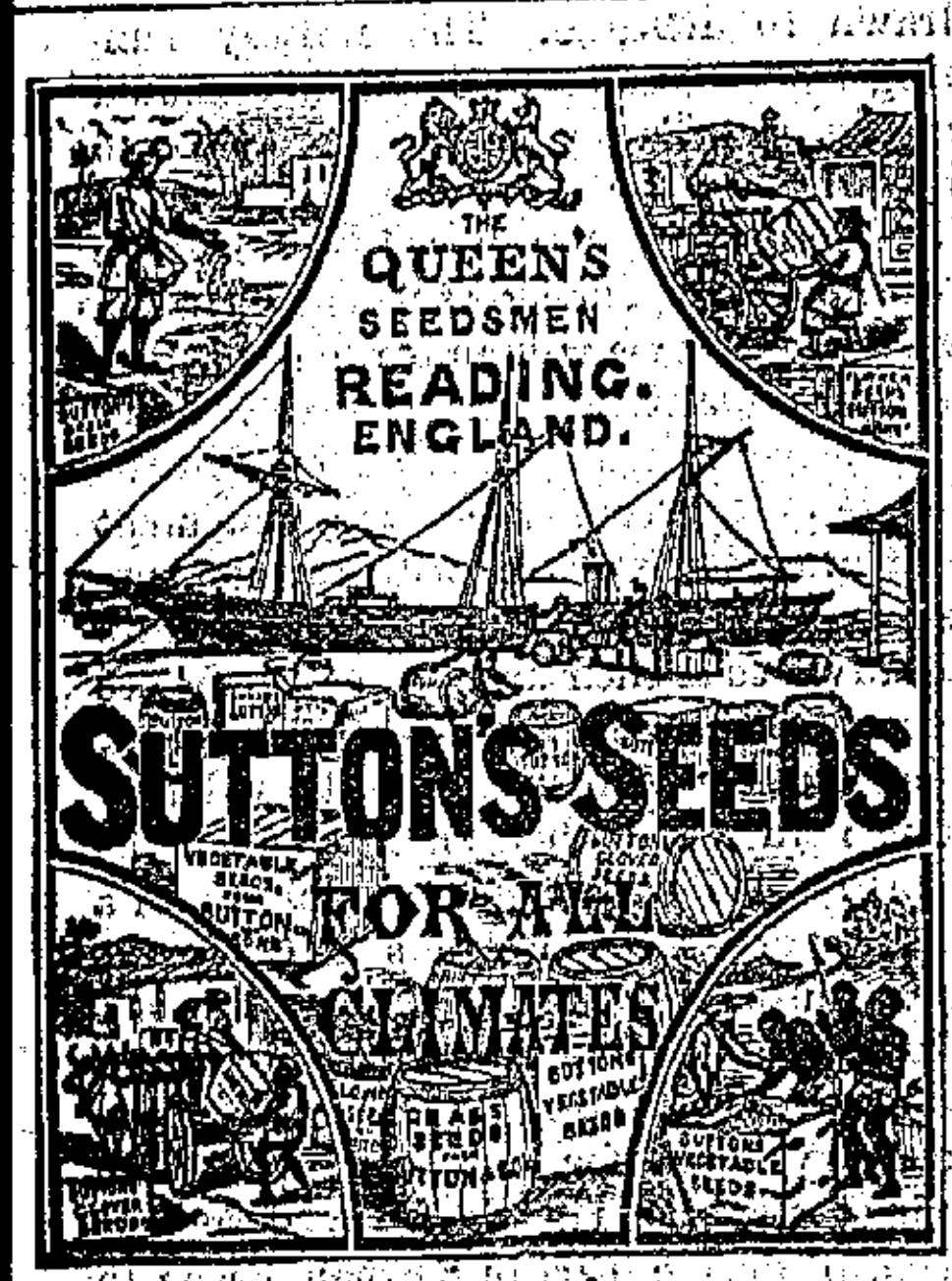
in my name, will now be carried on under

THE CHINESE MAIL.

Intimations.
THE OLDEST HOUSE
IN THE TRADE IS
HAYWARD TYLER & CO.'S
84 & 85, WHITECROSS ST., LONDON.



SODA WATER
MACHINERY
IN ALL ITS BRANCHES.
HE IMPROVED SYMING CISTERNS.



PACKED BY MESSRS.
SUTTON'S IMPROVED SYSTEM
Which ensures their arrival in dry
and fresh condition.
Complete Catalogues may be had at the
Office of this Paper, or from
SUTTON & SONS, THE QUEEN'S SEEDSMEN,
Reading, near London, England.
N.B.—Remittances or their equivalent must
accompany every order.
Sutton's 1m 3m 78

HIGHEST AWARD & PRIZE MEDAL PHILADELPHIA
EXHIBITION, 1876.

OAKEY'S
WELLINGTON KNIFE POLISH
PREPARED EXPRESSLY FOR THE PATENT KNIFE
BLANCHING MACHINES, INDIA RUBBER AND BUFF
LEATHER KNIFE BOARDS. KNIVES CONSTANTLY
BLANCHED WITH IT HAVE A DURABLE
POINT, AND LAST LONGER THAN THOSE
MADE OF IRON, STEEL, & C. EACH 10.
10/-, 1/-, 5/- AND 1/- EACH.

OAKEY'S
INDIA RUBBER KNIFE BOARDS
PREVENT FRICITION IN CLEANING AND INJURY TO
THE KNIFE. OAKEY'S WELLINGTON KNIFE POLISH
SHOULD BE USED WITH HIS BOARDS.

OAKEY'S
SILVERSMITHS SOAP
(NON-MERCURIAL)
FOR CLEANING AND POLISHING SILVER, ELECTRO-
PLATE, PLATE GLASS, &c. TABLETS 5D. EACH.

OAKEY'S
WELLINGTON BLACK LEAD
IN SOLID BLOCKS—1D, 2D, & 4D. EACH, & IN BOXES.

JOHN OAKLEY & SONS
MANUFACTURERS OF
EMERY, BACK LEAD CABINET
WELLINGTON KNIFE & BLACK LEAD MILLS
WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND
2m 77 1w 52t 2m 78

The Greatest Wonder of Modern
Times!

HOLLOWAY'S PILLS.
Persons suffering from weak or debilitated constitutions will discover that by the use of this wonderful medicine there is "Health for all." The blood is the fountain of life, and its purity can be maintained by the use of these Pills.

Sir Samuel Baker, in his work entitled "The Nile Tributaries in Abyssinia," says, "I ordered the dragoon to be a Doctor, and that I had the best medicines at the service of the sick, with advice gratis. In a short time I had many applicants, to whom I served out a quantity of Holloway's Pills. These are most useful to an explorer, as possessing unmistakable purgative properties they create an undoubted effect upon the patient, which satisfies him of their value."

SIMPLE, SAFE AND CERTAIN
HOLLOWAY'S OINTMENT

Is a certain remedy for bad legs, bad breasts, and ulcerations of all kinds. It acts miraculously in healing ulcers, curing skin diseases, and in arresting and subduing all inflammations.

Mrs. J. T. Cooper, in his account of his extraordinary travels in China, published in 1873, says—"I had with me a quantity of Holloway's Ointment... gave some to the people, and nothing could exceed their gratitude; and, in consequence, milk, fowl, butter, and horse-fat poured in upon us until at last a tea-spoonful of Ointment was worth a fowl and any quantity of pease; and the demand became so great that I was obliged to look up the small remaining stock."

Sold by all Chemists and Medicine Vans
throughout the World.

At the "CHINESE MAIL" Office.

Intimations.
CROSSE & BLACKWELL'S
CELEBRATED OILMAN'S
STORES.

Nine Prize Medals, Paris, Vienna, and
Philadelphia.

PICKLES AND SAUCES,
JAMS AND JELLIES,
ORANGE MARMALADE,
TART FRUITS, DESSERT FRUITS,
PURE SALAD OIL,
MUSTARD, VINEGAR,
POTTED MEATS AND FISH,
FRESH SALMON AND HERRINGS,
HERRINGS A LA CARDINI,
YARNSWELL BLOATORS,
BLACKWALL WHITING,
PREPARED SOUPS, in Tins,
PRESERVED VEGETABLES,
HAMS and Bacon, in Tins,
PRESERVED CHEESES,
BOLOGNA SAUSAGES,
YORKSHIRE GAME and PORK PIES,
TONGUES, GAME, POULTRY,
PLUM PUDDINGS.

LIA AND PERIN'S WORCESTERSHIRE SAUCE.

Fresh supplies of the above, and numerous
other table delicacies, may be had
from most Storeskeepers.

CAUTION.

To prevent the fraud of refilling the bottles
or jars, they should invariably be
destroyed when empty.

Goods should always be examined upon
delivery, to detect any attempt at
substitution of articles of
inferior brands.

All genuine goods bear the names of Cross &
Blackwell on the Labels, Corks and
Capsules of the Bottles, Jars and Tins.

CROSSE & BLACKWELL,
PURVYERS TO THE QUEEN,
SOHO SQUARE, LONDON
16 Juny 77. 1w 52t 16 Juny 78

CONSUMPTION AND WASTING
DISEASES. THE MOST
EFFICACIOUS
REMEDY
DANOREATIC
EMULSION.—The original
and unique prepared emulsion
SAVORY & MOORE,
168 New Bond-st., London.
Sold by them, and all
Chemists and Druggists throughout the World.

THE FOLLOWING

Extract from a Letter

dated 15th May, 1872,
from an inhabitant of Horningshaw,
near Warminster: (Wiltshire).—

"I must also beg to say that your
Pills are an excellent Medicine for
me, and I certainly do enjoy good
health, sound sleep, and a good
appetite; this is owing to taking your Pills.

"Remaining Gentlemen, yours very
respectfully, L. S."

To the Proprietors of
NORTON'S CAMOMILE PILLS,
London.

18 Sep 77 1f 26t 14 Sep 78

JOYCE'S SPORTING AMMUNITION,
ESTABLISHED 1820.

The attention of
Sportmen is invited
to the following Am-
munition, of the best
quality, now in general
use throughout Eng-
land, India, and the Colonies.

JOYCE'S

Treble Waterproof & F 3 Quality
Percussion Caps,
Chemically-prepared Cloth and
Felt Gun Wadding.

Joyce's Gas-Tight Cartridges,
For Pin-fire and Central-fire Breach-
loading Guns.

Wire-Cartridges for killing Game
at long distances.

And every description of Sporting
Ammunition.

Sold by all Gunmakers and Dealers
in Gunpowder.

FREDERICK JOYCE & CO.,

Patentees and Manufacturers,
57, Upper Thames Street, London.

10 Juny 77 1f 13t 9 m 78

Dysentery, Cholera, Fever,
Auge, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S
CHLORODYNE

(Ex Army Med. Staff)

IS THE ORIGINAL AND ONLY
GENUINE.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. Collis Browne was undoubtedly the Inventor of Chlorodyne, that the story of the Defendant, Freeman, being the Inventor was deliberately untrue; which he regretted had been sworn to. Eminent Hospital Physicians of London stated that Dr. J. Collis Browne was the discoverer of Chlorodyne; that they describe it largely, and mean no other than Dr. Browne's.—See Times, July 12, 1864.

The public, therefore, are cautioned against using any other than

Dr. J. Collis Browne's CHLORODYNE.

Remedial uses and action.

This invaluable remedy produces quiet-
refreshing sleep, relieves pain, calms the
system, restores the deranged functions,
and stimulates healthy action of the secre-
tions of the body, without creating any of
those unpleasant results attending the use
of opium. Old and young may take it all
hours and times when requisite. Thou-
sands of persons testify to its marvellous
good effects and wonderful cures, while
medical men extol its virtues most exten-
sively, using it in great quantities in
the following diseases:—

Diseases in which it is found eminently
useful—Cholera, Dysentery, Diarrhoea,
Colic, Coughs, Asthma, Rheumatism,
Neuritis, Whooping Cough, Cramp, Hyster-
ics, &c.

The Right Hon. Earl Russell comuni-
cated to the College of Physicians and J. T. Davenport that he had received informa-
tion to the effect that the only remedy of
any service in Cholera was Chlorodyne.—See
Lancet, Dec. 21, 1864.

From A. Montgomery, Esq., late Inspecto-
r of Hospitals, Bombay:—"Chlorodyne is a
most valuable remedy in Neuralgia,
Asthma, and Dysentery. To it I fairly
owe my restoration to health, after eighteen
months' severe suffering, and when other
remedies had failed."

Sole Manufacturer—

J. T. DAVENPORT,

55, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s, 1d, 2s, 3d, & 6d.

The Public are further cautioned
to the Government Stamp having
come to the knowledge of the Royal
Revenue Office.

At the "CHINESE MAIL" Office.

Intimations.
BEAR'S
SMOKING MIXTURE
& BIRDSEYE
TOBACCO.

The Proprietor of these finely-contrived Tobaccos has made a new and improved mixture, and prepared with great care from the pure Virginia and Oriental Tobacco.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

It is a superior article, and is recommended to smokers who desire a mixture of the best qualities.

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALPHINGTON, British barque, Captain G. Cunningham.—Wiele & Co.

CILURUM, British ship, Captain E. Shrewsbury.—Wiele & Co.

COLORADO, American ship, Captain Ingraham.—Russell & Co.

KATE GENTLE, British barque, Captain James Wilson.—Meichers & Co.

BROOMHALL, British ship, Captain H. Bata.—Russell & Co.

JACATRA, Dutch brig, Captain Dirksen.—Siemens & Co.

CHARTER OAK, American ship, Captain Staples.—Jardine, Matheson & Co.

FORMOSA, German 3-m. schooner, Capt. Schweek.—Meichers & Co.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL Office.

To-day's Advertisements.

FOR AMOY.

The Spanish Steamer "ZAMBOANGA."

ARANGUEN, Master, will be despatched as above on MONDAY Next, the 26th instant, at 5 o'clock p.m. For Freight or Passage, apply to RENEDIOS & Co.

Hongkong, November 24, 1877. no26

FOR SHANGHAI.

The German Steamer "FERONIA."

SCHUTZI, Master, will be despatched as above on MONDAY Next, the 26th instant, at 4 p.m. For Freight or Passage, apply to Wm. PUSTAU & Co., Agents.

Hongkong, November 24, 1877. no26

FOR YOKOHAMA.

The British Steamer "BERTHA."

LANCELOT, Master, shortly expected, will have quick despatch as above. For Freight or Passage, apply to Wm. PUSTAU & Co., Agents.

Hongkong, November 24, 1877. no26

FOR SWATOW, AMOY, FOOCHOW, AND TAMSU.

The Steamship "HAILOONG," Captain J. C. Abbott, will be despatched for the above Ports on TUESDAY, the 27th instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAKE & Co.

Hongkong, November 24, 1877. no27

FOR SWATOW.

The Steamship "PERNAMBUCO," W. Hines, Commander, will leave for the above Port on TUESDAY, the 27th instant, at Daylight. For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, November 24, 1877. no25

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

Authorised by Imperial Edict, dated the 2nd Day of the 6th Month of III Year of KWONG-SU, (Oct. 8, 1877.)

£1,604,276. 0. 10 STOCK,

In Bonds of £100 each,

Bearing Interest from 31st December, 1877,

the first Coupon of £1.68 being payable on 28th February, 1878, and

Coupons of £4 being payable there-

after on 31st August and 28th February

in each year, until 14th June, 1884,

when the last Coupon of £2.68 will be payable.

The Bonds are redeemable at par within

seven years (1884) by half-yearly

drawings.

PRINCIPAL AND INTEREST PAYABLE IN LONDON, HONGKONG AND SHANGHAI.

PRICE OF ISSUE 98 PER CENT.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, as Agents for the Chinese Government, hereby invite Subscriptions for £1,604,276.0.10 of 8 per cent. Bonds at the issue price of 98 per cent. payable as follows:—

40 per cent. on application.

40 " allotment.

48 " 15 days after allotment.

48 "

The Bonds will bear interest at the rate of 48 per cent. per annum, payable half-yearly on the 28th February and 31st August at the offices of the Hongkong and Shanghai Banking Corporation in London, Hongkong, and Shanghai. The first Coupon for £1.68 for interest from 31st December, 1877, to 28th February, 1878, will be payable on the latter date, and Coupons of £4 will be payable thereafter on 31st August and 28th February in each year, until 14th June, 1884, when the final Coupon of £2.68 will be payable.

The Bonds will be redeemed at par within

seven years (1884) by half-yearly

drawings.

PRINCIPAL AND INTEREST PAYABLE IN LONDON, HONGKONG AND SHANGHAI.

PRICE OF ISSUE 98 PER CENT.

THE HONGKONG AND SHANGHAI

BANKING CORPORATION, 31,

Lombard Street, London, as Agents for

the Chinese Government, hereby invite

Subscriptions for £1,604,276.0.10 of 8 per

cent. Bonds at the issue price of 98 per

cent. payable as follows:—

40 per cent. on application.

40 " allotment.

48 " 15 days after allotment.

48 "

The Bonds will bear interest at the rate of 48 per cent. per annum, payable half-

yearly on the 28th February and 31st

August at the offices of the Hongkong and

Shanghai Banking Corporation in London,

Hongkong, and Shanghai, after which

dates interest on the Bonds so drawn will

cease.

The Drawings will take place in London

in December and June in each year, and

the Bonds so drawn will be paid off at par

on the succeeding 28th February and 31st

August at the offices of the Hongkong and

Shanghai Banking Corporation in London,

Hongkong, and Shanghai, after which

dates interest on the Bonds so drawn will

cease.

The Loan has been authorised by an

Imperial Edict, dated 8th of October,

1877, which has been communicated to the

British Legation at Pekin, according to a

To-day's Advertisements.

dispatch from the British Consul at Shanghai, dated 20th October, 1877.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the Ports of Shanghai, Canton, Ningpo, and Hankow—the four Ports which have the largest Customs Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The total Customs' Receipts at the Ports named for the past three years have averaged £2,005,500 per annum, and the total Customs' Revenue for the same period at all the Ports in China has averaged £6,560,000 per annum.

The indebtedness of the Imperial Government only amounts to about £700,000, of which about £25,000 mature next year. The amounts of the outstanding Loans and the proposed Loan are therefore, together, only £2,200,000, or about two-thirds of one year's Customs' Revenue. The payments both of interest and principal on account of outstanding Loans have been duly and punctually met by the Chinese Government.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Chinese authorities of the respective Provinces in which the Ports referred to are situated, and by the European Commissioners at the same Ports, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

The Customs' Revenue available to meet these obligations, and for which they are specially charged, is £3,100,000 per annum.

Certified translations of the official documents authorising the Loan, may be inspected at the office of the Hongkong and Shanghai Banking Corporation, London.

Applications in the annexed form, accompanied by a deposit of £10 per cent., will be received by the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London.

Applications from China, Japan, and Manilla will be received and forwarded by the Hongkong and Shanghai Banking Corporation. Those from the Straits Settlements and India to be sent to London.

Defaut in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the amount due on allotment.

Script Certificates to Bearer will be issued against Allotment Letters and Bankers' Receipts, and Bonds to Bearer, when ready, will be exchanged for fully paid-up Script.

Forms of Application can be obtained of the HONGKONG AND SHANGHAI BANKING CORPORATION, at their offices in London, Hongkong, and Shanghai.

Hongkong, 24th November, 1877.

TO BE RETAINED BY THE BANKERS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877, FOR £1,604,276. 0. 10 STERLING.

No.....

To THE HONGKONG AND SHANGHAI BANKING CORPORATION.

I request that you will allot me £..... of Bonds of the above Loan in accordance with the Prospects issued by you dated, upon which I have paid the Deposit of pounds, being at the rate of 10 per cent., and I engage to accept the said Bonds or any less number you may allot me, and to make the remaining payments thereon in accordance with the Prospects.

Name at full length.....

Address.....

Occupation.....

Date....., 1877.

BANKERS' RECEIPT TO BE RETAINED BY THE APPLICANT.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877, FOR £1,604,276. 0. 10 STERLING.

No.....

Received this..... day of

1877, from.....

the sum of pounds, being a

Deposit made on application for £..... of Bonds of the above Loan.

For THE HONGKONG AND SHANGHAI BANKING CORPORATION,

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

The usual fortnightly entertainment will be given at the Temperance Hall, Stanley Street, on Monday evening next commencing at half past 8 o'clock.

The case at the Police Court to-day were not of much public interest. There was one case in which a Chinaman was committed for trial for attempting to steal a coat, the property of a foreigner named Ryan. The Court rose before one o'clock.

In the course of the enquiry into the accident on board the *Yesso*, Mr. Russell remarked that he believed the *Yesso* was for a long time running on the Coast under the name of the *Jesus*. Mr. Stewart—or, we rather think, Dr. Legge—noticed the Chinese characters one day, and had it brought to the notice of the owners, when it was altered.

Mr. Russell said to-day that a paragraph had appeared in the local paper concerning the removal of the bodies of the sufferers by the recent accident. He said that he was not aware of any indecency having been displayed in their removal, but that of course in public calamities of this nature everything could not be attended to with the same precision as would be the case under other circumstances. But the authorities would no doubt make a searching investigation into the alleged indecency.

A tea meeting was held on Thursday evening at the Temperance Hall, when as many of the soldiers of the garrison as chose to attend were present. About 75 responded to the invitation. After tea the men were addressed by several gentlemen who are earnest for their welfare. The meeting was called together, we believe, with a view of ascertaining the opinion of the men with regard to inaugurating weekly prayer meetings, which it was decided to hold at the Hall every Tuesday evening. Several gentlemen addressed the meeting, which separated about 9 o'clock. The Rev. Mr. Henderson presided.

In the Supreme Court to-day, in Criminal Session, before Sir John Smale, Henry Morton, late master of the British schooner *Onward*, pleaded guilty to having assaulted his wife and fired two pistol shots at her, thereby endangering life. The Chief Justice remarked that, as the prisoner had pleaded guilty, he would postpone sentence until a day to be fixed. This was a very serious and a very painful case, and one which required a great deal of consideration. He would have to read over the depositions; he wished to have prisoner's wife before him; and while he desired to hear what Dr. Ayres had to say regarding the treatment under which prisoner had been while in Gaol, he (the Chief Justice) would listen to any witnesses who could throw any light on the affair. He would also hear what the prisoner himself might have to say by way of mitigation of sentence, though he could not hear anything affecting his guilt. Sentence was accordingly reserved.

The French ironclad *Atalante*, with Admiral A. Véron, arrived from Shanghai this morning, and saluted, first the port and next the British Admiral. After these were responded to by the shore battery and H. M. S. *Audacious*, the usual visits were made and further saluting got through. The following are the *Atalante*'s officers:—A. Véron, amiral; Charles Callet, capitaine de vaisseau, chef d'état major, commandant; D'Abel Lebron, capitaine de frégate, commandant en second; Le Pontiac, Le Bras, Lejard, Richard, Bain de la Coquerie, lieutenants de vaisseau; de Kerillis-Galloch, de Verdore, Monvert, Lambert, and Dauriac, aspirants de marine; Lucas, médecin principal; Chéreux, médecin; Moëste, commissaire de division; Mongin, mécanicien principal. The Amiral's staff, additional to Captain Caillet, are—Madesco, capitaine de frégate, aide-de-camp; Véron, lieut. de vaisseau, secrétaire; Ferrié de Perouz, aspirant; de Gislain de Cornay, aspirant; L'abé Lichot.

An inquest was held at Wellington Barracks on the body of Abdool Khan, a Gun Lascars, who died suddenly yesterday afternoon, before James Russell, Esq., Coroner, and the following Gentlemen as a Jury—Messrs J. N. Lembit, Seimund, and Beermann; Sutaram, a corporal of the Gun Lascars, declared, said he knew the deceased, and last saw him alive yesterday morning about half past 10 o'clock. He was then on duty near the MacGregor Barracks. He was posted at 10 o'clock. Deceased complained of a pain in his heart, and said he could not stand. He was taken into the guardroom, and began to cry out. Witness sent him to the Hospital. Another Gun Lascars said he took the deceased to the Hospital, but that deceased died on the way in a chair. Dr. Charles Pollock, examined, said that he was Staff Surgeon and saw deceased brought to the Hospital about half past 11 o'clock yesterday; deceased was then dead. Witness made a postmortem examination; there were no marks of violence on the body, which was that of a well-nourished man. He made an examination of the brain and found a large quantity of fluid, which was the immediate cause of death. The heart was also diseased. The Jury returned a verdict of death from natural causes.

INQUEST.

The adjourned inquest on the bodies of the persons who met their death by the explosion on board the S. S. *Yesso* on Thursday was resumed to-day at the Magistracy. Mr. W. H. Breerton was again in attendance to watch the enquiry on behalf of the owners.

Captain Samuel Ashton was further examined. He said: The depth of the hold from the passengers' tween deck to the bottom of the hold is about 14 feet; the width of the beam in front of the boilers is about 24 feet. I will make the exact measurement of the cubic contents of the forehold roughly I should estimate it to be from 150 to 200 tons of cubic feet to the ton. There is a bulkhead dividing the forehold from the forehold, but it is a very open one and the steam could easily get through it. When the steamer arrived in any part it was usual for all the engineers to be on duty. They were so on this occasion; there were three engineers; the second engineer's name was John Flaggat, a native of Scotland, and his age was thirty-one. He got scalded on the morning of the accident, and died about half past 12 o'clock. The first I knew of his having been scalded was seeing him running aft; he was one of the first. I saw him on the after part of the deck close to the main hatch. He showed me how he was burnt, and I called for oil and took him into the cabin and handed him over to Doctor Rogers, who was a passenger from Foochow. I asked deceased where he was at the time of the explosion and he said he was down in the fire-room superintending the drawing of the fire. I asked him how he escaped, and he said he rushed up the ladder. The evidence of one of the firemen yesterday leads me to believe that he was one of the first to get on deck as the ladder was close to where he was described as having stood. I asked him what steam was on the boilers at the time and he said about 14 lbs. There is a gauge down below, but it is a gauge that he would not have judged by. I don't know how he knew the pressure unless he learnt it from some of the other engineers. It was about two hours after the accident that he gave me this information. I asked him how he accounted for the explosion; his answer was "God knows, I don't."

By a Juror—I do not know the difference between the steam gauges in the engine-room and the fire-room.

Examination continued—I cannot say anything certain about the difference in the gauges, but I only know the engineers do not go by the one below. I know nothing of the water gauges. I know, of course, there are water gauges. I thought the engineer was not in danger, but the Chief Officer told me shortly before he died that he was wandering in his mind. He was sleeping very pleasantly at 7 o'clock. About 12 o'clock (midnight) the Chief Officer came to my room and said he feared the Second Engineer was dead. I went below and found he was still warm, but I could not perceive that he was breathing. I questioned the 3rd Officer, who had been watching him.

By a Juror—I do not know if the engineers all remain on duty till the steam is blown off. I suppose they do.

Continued—I five of the injured were injured and three escaped. The fire-room staff consists of one head fireman, two officers, six ordinary firemen, and six coal passers. The Malay who was injured was storekeeper. Of these five escaped; they were not in the fire-room, but were about the engines. The twelve injured men were taken away to the Hospital. I have got their names on the articles. (Corrected) There were thirteen injured and only two saved. I only give this information from hearsay. The Malay who was injured went to the hospital; I have not seen his body. The two men who were found dead in the forecastle did not belong to the ship's company. One of them was, I believe, a cook belonging to the S. S. *Namoa*, and there was a fireman's cook on board. I am not certain of this, as he would not appear on the articles. The ship's company consists of Captain, three deck officers, Chief engineer, two assistant engineers, steward, second steward, pantry boy, cook and cook's mate, carpenter, serang (Malay), four quarter-masters (Malay), twelve Swatow deckmen, a Chinese comprador, three Malay sailors, two topazes (men who clean knives &c.) and two bandannies (cooks for the crew); these with the thirteen firemen and officers, compose the ship's company. Besides these there are seven officers' servants, three comprador's assistants; giving a total of sixty-three souls all told. I have known the late Second Engineer about two years; he came out from home on an agreement; his agreement had just expired, and I believe it was his intention to re-engage. He was, I consider, a steady, careful, sober man, and a skilful engineer. He has served the whole of his time on board the *Yesso*. I took charge of the *Yesso* in the Autumn of 1868. Before I gave up the command of the *Yesso* in 1874 she underwent extensive repairs, amounting to a total cost of \$60,000. She was fitted with new boilers (which was in the month of April or May 1874). Captain Cairns brought the *Yesso* out from New York. She then belonged to Messrs Forde & Co. I took command of her before she changed bands. She had the same boilers from the time she came out till 1874, but they were repaired, I think during 1869 or 1870. I do not know anything of the nature of the iron of the present boilers. The old boilers, with these repairs, lasted nine years. The present boilers were made by the Hongkong and Whampoa Dock Co., and are supposed to be exactly the same in thickness of metal, construction, and size as the old ones. They have undergone no repair since 1874, except the usual small repairs which are necessary to all boilers. The boilers were constructed under the superintendence of Mr. Brockat. He is not here now. Mr. Stevens, the Company's present boiler maker, was, I believe, in the Company's employ at the time. The boilers are, I believe, examined every voyage. They are not subjected to periodical official examination. I believe it is customary to have an official examination of boilers of steamers sailing out of England, but there is no such rule here. The Chief Engineer is responsible for seeing that the boilers are kept in good repair. If the boilers require repairs to the extent of say \$15 or \$20, he is allowed to have them done at once, but if they require more expensive repairs, he has to report it to the Captain, who applies to the office to have the work done. There have been no reports made with reference to the *Yesso*'s present boilers. I believe that in England and Australia there is a

requirement of the Board of Trade that steamers' boilers and machinery should be officially examined every six months. This rule applies to all passenger steamers.

By a Juror: The *Yesso* was not re-classed in 1874. She is not in Lloyd's books at all; she is in the American Lloyd's. The classing of a ship has nothing to do with her machinery.

By Inspector Grimes:—It was never brought to my knowledge that the staves of the forward end of the starboard boiler were corroded.

By a Juror:—Any of the other engineers

would report to the Chief—that is, if it was corrosion requiring attention.

I am not aware of any corrosion having been discovered by the Second or Third Engineers,

and reported to the Chief.

By Mr. Breerton:—It was a rule of

Messrs Douglas Lopak's that the boilers and machinery should always be kept in a first-class order.

I know it is the rule on board all the ships to have the boilers cleaned out every voyage.

When I was Marine Superintendent the Chief Engineers used to report to me ver-

ally every voyage on the state of the

machinery, of course including the boilers, and handed in a written report of the number of hours under steam, consumption of oil, &c. The reports were all favourable.

The Chief Engineer of the *Yesso*, Mr. Bernard, is very steady and attentive to his duty. I never had occasion to find fault with him. He has been Chief Engineer of the *Yesso* since 1865. He came out in her as Second Engineer. He holds no certificate; he is an American; they do not give certificates there. The Third Engineer's name is King; he joined the *Yesso*, on trial, last May. He holds a certificate, but I do not know for what class. His conduct has been good.

By Inspector Grimes:—I do not think it necessary for Chief Engineers, in British steamers on the Coast of China, to hold certificates of competency. It is the rule at home, but not here.

Mr. Creagh remarked that he thought the rule was universal, and applied to all British ships wherever they might be.

The Coroner said he would refer to the Merchant Shipping Act.

By a Juror:—I do not know the difference between the steam gauges in the engine-room and the fire-room.

Examination continued—I cannot say anything certain about the difference in the gauges, but I only know the engineers do not go by the one below. I know nothing of the water gauges. I know, of course, there are water gauges. I thought the engineer was not in danger, but the Chief Officer told me shortly before he died that he was wandering in his mind. He was sleeping very pleasantly at 7 o'clock. About 12 o'clock (midnight) the Chief Officer came to my room and said he feared the Second Engineer was dead. I went below and found he was still warm, but I could not perceive that he was breathing. I questioned the 3rd Officer, who had been watching him.

By a Juror:—I do not know if the engineers all remain on duty till the steam is blown off. I suppose they do.

Continued—I five of the injured were injured and three escaped. The fire-room staff consists of one head fireman, two officers, six ordinary firemen, and six coal passers.

The Malay who was injured was storekeeper.

Of these five escaped; they were not in the fire-room, but were about the engines.

The twelve injured men were taken away to the Hospital.

I have got their names on the articles. (Corrected)

There were thirteen injured and only two saved. I only give this information from hearsay.

The Malay who was injured went to the hospital; I have not seen his body.

The two men who were found dead in the forecastle did not belong to the ship's company.

One of them was, I believe, a cook belonging to the S. S. *Namoa*, and there was a fireman's cook on board.

I am not certain of this, as he would not appear on the articles.

The ship's company consists of Captain, three deck officers, Chief engineer,

two assistant engineers, steward, second steward, pantry boy, cook and cook's mate,

carpenter, serang (Malay), four quarter-masters (Malay), twelve Swatow deckmen,

a Chinese comprador, three Malay sailors,

two topazes (men who clean knives &c.) and two bandannies (cooks for the crew); these with the thirteen firemen and officers, compose the ship's company.

Besides these there are seven officers' servants, three comprador's assistants;

giving a total of sixty-three souls all told.

I have known the late Second Engineer about two years; he came out from home on an agreement; his agreement had just expired, and I believe it was his intention to re-engage.

He was, I consider, a steady, careful, sober man, and a skilful engineer.

He has served the whole of his time on board the *Yesso*.

On resuming the Chief Officer was further examined.—The steamer was alongside good five minutes before the accident occurred and I was on the wharf superintending making the chains fast and was going on board when I heard an unusual sound of steam. I ran back about five yards on to the wharf and stopped there to see if anything else was going to occur. I remained there about two minutes and then went on board and met a number of Chinese running on shore. I ordered the doctor's flag to be hoisted immediately, which was done. The gangway had been put on this side about five minutes and I think the tenor of their conversation was very busily at the time so did not hear anything further. I returned at 2 o'clock and saw that the bandages were in their places; I did not move him to look at his back. I thought the man would recover and told him so. Dr. Adams and myself looked at his palate and tongue, and they looked in their normal condition.

The enquiry was then adjourned till Monday morning the 26th at 10 o'clock.

on deck and I followed immediately after him. The Chinese were rushing aft; there was a regular stampede. These people were evidently people from the upper deck and as they were not injured. The pathways were so thronged that I thought it unsafe to attempt to escape. I ran aft with my hands clasped behind my back thinking that the safest place. When I thought there was no further danger I went forward again and the first man I saw coming rushing out of the steam was the Second Engineer. I was then standing about half way between the saloon door and the gangway. I examined him and the cuticle of his hands was completely removed, the outside of the palms of one hand was rolled up in the hand. He went to Capt. Ashton first, and Captain Ashton then ordered oil and I ordered lint. The second engineer was taken into the saloon, and I dressed his wounds. He complained of his back being burnt. I undressed him and found the cuticle of his knee entirely removed. He had on two pairs of trousers and I took one off and replaced the other. I then took off his shirt, and found his back burnt. I thought not badly at the time. There was a triangular piece of cuticle about three inches on the centre of his back. I thought he was not burnt badly because below the waist band of his trousers he was not burnt at all. I soaked his back with oil, covering the wounded part close to his shoulder and securing it with a bandage. I then found that both of his arms were blistering the skin was not off. He told me that the reason his face was not burnt was because the blast first struck him in the face, and wishing to protect his face he turned his back to it. I had him wrapped in a blanket and put him in bed. I afterwards found that he was burnt around the neck, and I poured oil on it and put a piece of lint on it but did not secure it. He told me, in reply to a question I put to him, that he was not the slightest idea what the master was when he was below in the fire-room. The Third Engineer came in and said the end of the boiler had blown out. The Second Engineer then said what was the pressure. I believe the exact words were "where were you at the time?" and the Third Engineer said something, I do not remember, but I understood him to say that he was in front of the clock and gauge in the engine-room. The Second Engineer then said, What did it indicate? and the reply was less than 14 lbs. The Second Engineer appeared to be surprised that the accident occurred with such little pressure. He seemed to know nothing about the matter of his own knowledge. He made no reference to the steam gauge below. I am perfectly certain this was the tenor of their conversation. I was very busy at the time so did not hear anything further. I returned at 2 o'clock and saw that the bandages were in their places; I did not move him to look at his back. I thought the man would recover and told him so. Dr. Adams and myself looked at his palate and tongue, and they looked in their normal condition.

The enquiry was then adjourned till Monday morning the 26th at 10 o'clock.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Between His Honor Mr. Justice SNOWDEN, and Wm. Young Hunter, Chief Officer, William Young Hunter, Chief Officer, was next called.—I have been in the *Yesso* as Chief Officer since Oct. 1876. We left Foochow on Sunday, the 18th November; we took in 47 Chinese passengers from Foochow to Hongkong. When we left Foochow about 12 of them were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at Amoy some of those forward went aft. We had some passengers from Foochow for Amoy but none for Swatow. At Amoy we took in seven more passengers for Hongkong. We took in one hundred and eighteen more at Swatow for Hongkong, and one European deck. A number of these (about 50 or 60) were on the upper deck, and the bulk of the remainder were in the forward tween decks and the remainder ast. and on arriving at

Portfolio.

BIDE A WEE, AND DINNA FRET.

Is the road very dreary?

Patience yet! Rest will be sweeter if thou art weary, And after night cometh the morning cheery.

Then bide a wee, and dinna fret.

The clouds have silver lining.

Don't forget:

And though he's hidden, still the sun is shining;

Courage! instead of tears and vain repining,

Just bide a wee, and dinna fret.

WITH TOIL AND CARE UNENDING

Art best?

Behold how the storms from heaven descend;

Snap the staff o'er, and spare the willow bending;

And bide a wee, and dinna fret.

Grief sharper sting doth borrow

From regret;

But yesterday is gone, and shall its sorrow

Ends us for the present and the morrow?

Nay; bide a wee, and dinna fret.

An over-anxious brooding

Doth begat:

A host of fears and fantasies deluding;

Then, brother, lest these torments be intruding—

Just bide a wee, and dinna fret.

—S. E. G., *In Leisure Hours.*

PRIDE.

I had a little rosebud given to me,
I dropped it as I won't one day;
I would not turn to seek it—no; for then
"T'wre plain I priz'd it!"—so I went my way.I had a love that made my life a joy,
It seemed to falter one bright summer day;I could have won it back with but a smile;
I would not smile, and so I went my way.

O pride, thou stealest our most treasured things,

Things which to gain we'd risk all else beside;

Lost, lost my rosebud, lost my love, alas!

I might have found them but for thee, O pride.

DELAYS.

Shun delays, they breed remorse;

Take thy time while time is lent thee;

Creeping snails have weakest force;

Fly their fault, lest thou repeat thee.

Good is best when soonest wrought,

Ling'ring labors come to naught;

Let thy fore-wit guide thy thought.

HABIT.

It is the easiest thing in the world to acquire a habit, but when acquired it is the most difficult thing possible to get freed from it; and, strange as it may appear, bad habits are indubitably more easily acquired, and more determined in sticking to one, than any that may be called good. We seem to slide into bad habits intuitively—there is no trouble about it, no burning the midnight oil—no study requisite; they are acquired with the most consummate ease conceivable. We are told that it is a good habit to get up early in the morning. Getting up early in the morning is beyond all possible question a habit, and very possibly a good habit, but it is a habit that many worthy persons find by no means easy to acquire. How much easier it is to acquire the habit of staying in bed late! There is no difficulty about that! What a famous hand our much-venerated friend Dr. Samuel Johnson was at late-rising. He proverbially made his first appearance from the sanctity of his bed-room when the great majority of his work-a-day contemporaries had done a very fair day's work. He like many more of us, had acquired the habit of going to bed early in the morning and getting up late. He could not be brought to believe in that pretty little fable of the early bird; like Dundreary, he could not help thinking about the stupidity of the worm. Look at another habit of the old lexicographers—I mean the scrupulously he showed in tapping with his cane every post down, Fleet-street, on his way home. Some habits are productive of anything but beneficial results. Sobriety, we all know, must necessarily be productive of good—certainly conducive to health; yet how easily a man may get into the habit of drinking more than is good for him! That "drinking" is a habit and a pernicious habit if carried to anything like excess, will not be denied for a moment, and that it is a habit that grows in its intensity with prodigious rapidity and ease, is also unquestionable. It is somewhat extraordinary that so many men of brilliant parts should have acquired this habit, and, having acquired it, should, with all their power of intellect, have failed to free themselves from it. Smoking, again, is a habit pure and simple, and a peculiar habit when one comes to consider it. No person ever liked tobacco the first time he tried it—nay, perhaps nine-tenths of the individuals who indulge in the luxury of smoking, were made ill by the first pipe or cigar. But when the habit is acquired—when one gets accustomed to the potent and insinuating influence of tobacco, it holds on to one pertinaciously—perhaps there is no habit more difficult to get free from, except opium.

THE RETREAT FROM THE BANIKI LOM.

(From the Special Correspondent of the "Standard" at the Turkish Headquarters.)

Sarafra, Sept. 27.

As I intimated in my last letter, a renewal of the attack on the Russian positions had been decided on by Mahemet Ali, and we were expecting to be witnesses of a conflict on a much larger scale than that of the preceding Friday. But orders were received from Constantinople which, I believe, put a veto on any further movement in that direction. As it was impossible that Mahemet Ali should remain inactive in front of the enemy who was close to his own base, while the Turkish army was exposed to have its line of communications interrupted by a sudden turn of the weather, a change in the position of the army was decided on late on Monday. About six in the evening notification was sent to the Austrian, German, and Hungarian correspondents who remained at Kopepe to leave for Bagrad, and to ensure their compliance they were furnished with an escort of cavalry under an officer, with whom they left at eight the same night. Myself and colleague had evidently been forgotten, and received no official intimation of a similar

order; we consequently remained at Vodzhe. Early in the evening a heavy rain, with rain set in, with every appearance of a long continuance, promising badly for any further prolonged operations in the field. Towards ten o'clock numbers of soldiers began passing through the village; from them we learnt that they were moving away from the heights across the valley on our left, which were held by the Egyptians under Prince Hassan and a brigadier of Turks, and were taking ground to the right. By this time it had come on to rain in torrents, and the unfortunate soldiers as they passed stopped to warm themselves at our bivouac fire. The camp fires all over the country were in full blaze, as usual, conveying no intimation that by morning the thousands who were sitting round them would be miles away. Towards midnight the movement of the troops began, and continued until the "whole" of the positions were evacuated, amid the greatest silence. Early in the morning we sent a scout to see what it was, and requested that the lady who composed my staff could be got to be ready for either despatch or attack. People in England, who entertain very hasty notions both of the geography and physical conditions of this country, can form no idea of the cold of the weather at the present moment. It is but ten or twelve days ago that we were all suffering from the intensity of the heat, and to-day I am sitting with my feet on a sheepskin rug, with a brazier filled with charcoal burning to keep the temperature something above the freezing point. If this is the advanced guard of the division of Generals January and February, pity the poor fellows, both Russians and Turks, who will be called on to resist the approaching army of the Ice King. The Bulgarian houses are admirably constructed for summer habitations, but the doors and windows make them just a trifle too fresh and airy for winter residence.

When I reached Vodzhe I found the village crowded with soldiers, refugees, and wounded. Old men, women, even to the mosquito, a sufficient crowd in the dark, encircling the courtyard, and taking possession of an empty barn. We had hardly lighted a fire when we were disturbed in our anticipations of a quiet night by the sudden appearance of the wife of the proprietor, a Turkess, who had seen well, and was seated down on the ground, where she burst into a melancholy wail, and refused to be comforted. The hubbub soon brought our arabs, sandeks, cavares, and a numerous party of strangers, on the ground, and after they had all individually and collectively had their say I managed, albeit the fact that the lady was in fear that we should set our horses to eat into her stock of wheat, which was all the family had to depend on for the winter. On my representing to her that it was not the correct thing for a lady in Turkey to be among so many strange men, and requesting that she would send some male of the family with whom I could treat the whole of the army was gone, that the outlying pickets had come in, and the Bash-Bazouks were beginning to set fire to the village, by order of Prince Hassan. It was now time for us to leave, so with very little delay we had everything packed, and by one o'clock moved off with the last detachment of the rear guard. Not knowing the destination of the head-quarters, and unable to get very trustworthy information, I resolved to return to Schumla, via Yenikof, as it was now very evident that no advance on Bjela that road would be attempted. Up to the time when I quitted the line by which the troops had retired I could get no reason for the sudden change in affairs from any one with whom I conversed. The secret was well kept, and the whole operation well carried out, for nothing was left behind except some half-dozen broken-down arabs of no consequence. There was no attempt, at any rate on the part of the Russians, who must have been astonished to find the whole of their front clear. The weather, however, did not favour the movement of cavalry or gunns; the roads were nearly knee-deep in mud, slippery, and without foothold; for either men or horses, and it was with the greatest difficulty one could get on. For cannon, especially on the hill sides, the way was simply impracticable. Unmolested, therefore, by the enemy, the Turks leisurely retired to their new positions. These, however, can only be temporary, but when the next movement will be one in advance or further in retreat I am not in a position to give an opinion. To criticise the movement of a general whose every action is controlled by a party still smacking their chibouquet on their divans at Constantinople, or influenced by circumstances occurring at a distance from his field of operations, is a useless task, and I shall not waste time over it. The army under Mahemet Ali is strong, in admirably spirits and discipline, and capable of achieving much more than it has yet been called on to perform. It might have been much stronger, but that a large portion of the communication with the place of the battle of Rostchuk, in connection with the Danube fortifications, had failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Danube fortress, but having failed to annihilate the Russians on the water he has taken to the telegraph these stories for the simple reason that I do not believe them. The hero of these mythical encounters is one Dilaver Pasha, a Circassian, lately second in command of the Dan

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised Nov. 9th, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona-fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Brazil, India (including Ceylon), the Straits, and Aden, Japan, Egypt, Luban, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French, Danish, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, British North America, Africa (except French, &c., Colonies), and Central America.

Postage to Union Countries.

General Rates, by any route:
Letters, 12 cents per 1/2 oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:

Letters, 16 cents per 1/2 oz.
Registration, 8 cents.
Newspapers, 4 cents each.

Books and Patterns, 6 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verd Islands:—

From San Fran. via S. Hampton, Fla. Francisco, or Marcellis, Brindisi
Letters, 22 26
Registration, 12 12
Newspapers, 4 6
Books & Patterns, 8 10

Aspinwall, Panama:—

Letters, 18 34 38
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Canada, Vancouver, Prince Edward's Island, New Brunswick, and Nova Scotia:—

Letters, 12* 16 20
Registration, 8 12 *12
Newspapers, 2* 4 6
Books & Patterns, 4* 6 8

Bahamas, Hayd:—

Letters, 14 34 38
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Bolivia, Chili, Ecuador, and Peru:—

Letters, 30 46 50
Newspapers, 6 6 8
Books & Patterns, 14 10 12
Registration, 12 None. None.

Hawaiian Kingdom:—

Letters, 16 16 20
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 8 6 8

W. Indies, (except as above) Costa Rica, Guatemala, Mont. Video, New Granada, and Venezuela:—

Letters, 26 34 38
Newspapers, 6 4 6
Books & Patterns, 14 8 10
Registration, 12 None. None.

West Indies only:—

Australia, New Zealand, Tasmania, Fiji (N.B.), Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12, Registration 12; Newspapers, 2; Books and Patterns, 4.

* A small extra charge is made on delivery.

+ Cannot be sent via San Francisco.

LOCAL AND TOWN POSTAGE.

Letters	Registration	Newspapers	Books & Patterns	Per 2 lbs.
2	3	2	2	

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction:—

Between any other two of the following places (through a British Office) viz.:—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship:—

Between the above by Contract Mail:—

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must contain wholly, or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertising.

2nd. It must be published in numbers at intervals of not more than 30 days, and must be printed on a sheet or sheets unfastened.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Table of Contents and Notices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wax, sealing-wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of easy removal for examination; if this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspaper which contains any embossing except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, must not exceed 16 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length, or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, etc., up to the instant moment before the departure of the French Packets arrangements have been made for receiving at the Post Office late letters, except those to and through Australia—from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Post offices are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either adhesive gum, and to advise their correspondents in the countries referred to, to do the same.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either adhesive gum, and to advise their correspondents in the countries referred to, to do the same.

Local Money Orders. Up to \$200...15 cents.

Up to \$200...15 cents.

Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessary for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

No order can be paid until the advice relative to it has been received.

Made out on a printed form which is supplied gratis.

Orders on Shanghai are drawn at 2 per cent. premium in all cases.

respondents exactly the same as Imperial Stamps.

Soldiers and Sailors, letters, however charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce.

double letters are allowed.

2. If from a Soldier or Sailor his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be mentioned in full, with name of Regiment or Ship, &c., in full.

4. To send small valuable trifles through the Post.

Fant, Curios, Articles of Dress, Fancy Work, and similar presents are commonly being sent, the sender having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the return of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bold sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intricate design.

5. To provide means of remitting small sums of money to or from this Colony, and to the Ports of China and Japan, the Postmaster and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

The French Packets for Batavia wait at Singapore fortnightly, and a packet containing anything of the kind will be stopped, and not sent to the destination.

It follows that, to forward correspondence to Batavia, with the least delay, the following are the best opportunities:—

1. In the S.W. Monsoon (i.e., Oct. 15 to April 15).

2. In the N.E. Monsoon (i.e., April 15 to Oct. 15).

3. Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction. Money Orders must be cashed.

The stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased.

They must be presented personally or accompanied by a note.

The Postmaster is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other packet (even if the packet be registered); nor is the Post Office responsible for any damage which a packet may sustain during its transmission.

To guard against such small postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be传达ed by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address, and it is no reason to believe that the person whose address it would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at the Post Office, whether up to the amount of a letter, book, or other article, or for any other purpose, it is the duty of the Postmaster to give the change, if any, by first opportunity, with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left, for variations of exchange.

The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with the receipt for the letter, if it were to be registered; as it always should be.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing.

The late fee will also be 18 cents.

Local Money Orders. Up to \$200...15 cents.

Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessary for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

No order can be paid until the advice relative to it has been received.

Made out on a printed form which is supplied gratis.

Orders on Shanghai are drawn at 2 per cent. premium in all cases.

POST OFFICE NOTICE.

Unclaimed Correspondence.

Nov. 23, 1877.

Lets. Pap.

Joseph, Eli... 1

Kelly, J. W... 1

Kerr, Thomas... 1

King, Walter E... 1

Kirk, M. N... 1

Koh See Ne... 1

L'Estrange, H... 1

Baratton, C. A... 6

Barre, J. M... 6

Leet, M. C... 1

Ley, Yuen, F... 1

Light, 2... Miss... 1

</

